



2024 Awards Ceremony

Wednesday 4 December 2024

Merchant Taylors' Hall
30 Threadneedle Street
London EC2R 8JB

Awards presented by
Ptolemy Dean OBE

National
Railway
Heritage
Awards

Supported by the
Railway Industry

Review of the year 2024

There were nearly 60 entries received for this year's competition and fittingly, as we move into the period when we celebrate 200 years of railways, there is one that dates to 1823.

Entries are from all four nations of the United Kingdom and the Republic of Ireland. Entrants being a mix of community groups, private individuals and companies as well as public authorities and train operators. They range in size and scope and were judged for the competition for the 10 award categories with an additional award for the best overall entry. A couple of entries received have been deferred because they were not ready for judging and another that was felt to be outside of our awards criteria.

Nearly two thirds of the entries related to work done at stations, both open and closed. These included extensive work done at **Troon Station** by Network Rail and AMCO to completely reconstruct a fire damaged Station building on platform 1, London Overground, Transport for London and Arriva Rail created a Heritage and Community Space at **Bruce Grove Station**, Colt Construction carried out the refurbishment of the downside Waiting Shelter at **Market Rasen Station**, and South Western Railway has carried out a refurbishment of **Ryde Esplanade Station**. Restoration work was done to canopies at **Great Malvern Station** by Network Rail and at **Chapple & Wakes Colne Station** by Greater Anglia, whilst the stained-glass restoration and associated canopy work was completed at **Monkseaton Station**, Tyne & Wear by Nexus.

Other restoration and improvement schemes undertaken at operational stations were received from Network Rail, CPMS, Neary Rail and Covanburn for the restoration work done over several years at **Lanark Station**, Chiltern Railways for their historic refresh of the Ticket Hall at **Dorridge Station**, and general refurbishment by West Midland Trains at **Worcester Shrub Hill Station**. Dorset Council carried some external restoration work on **Maiden Newton Station**, Southeastern Trains did further work to the façade and interior Waiting and Buffet Rooms at **Margate Station**, East Midlands Railway carried out improvements to heritage doors at **Nottingham Station**, Northern Trains refurbished rooms on Platform 1 at **Romiley Station** near Manchester.

Southeastern Trains also carried out a refurbishment on the derelict former Station Master's house at **Battle Station** done in a heritage style to provide a community facility and, in a similar way, The Arch Company restored the Station Master's House at **Denmark Hill Station** for a future use. Network Rail and AMCO entered the west to east walkway project at **Edinburgh Waverley Station** and at Paddington Station Network Rail and Spence Refit have continued with their significant restoration of Macmillan House, Block E.

Important work has been done by Community Groups to provide new uses for redundant buildings and regenerate and enliven operational stations which resulted in several entries. These encompassed the refurbishment of the disused station building at **Henley-in-Arden Station** by the Friends of Henley Railway Station, a complete restoration of the Bricket Wood Station building by **Bricket Wood Station Heritage Trust**, the completion of a Community Cafe and Hub at **Hollingbourne Station** by Kent Community Rail Partnership and Southeastern, the Tea Rooms at **Crediton Station** by The Turning Tides Project, the Café Bar at **Horton in Ribblesdale Station** by Settle and Carlisle Railway Trust and also heritage seating at **Bat & Ball Station** by Sevenoaks Town Council.

Entries in a heritage railway setting included the external restoration work done at **Penrhyn Station** by the Ffestiniog Railway Society, the North Yorkshire Moors Railway entered two projects completed at **Goathland**: the restored and fitted out Station Weighbridge Office as a visitor display and a nearby Rail Motor Hut. In a larger scale a new heritage station has been created at **Corwen** by the Llangollen Railway Trust to provide a western terminus for their extended railway.

Several entries related to initiatives to find new uses for redundant railway properties included the work done by Wild Thinking to create the Railway Rooms at **Kingussie Station**, the external restoration by Summit Education Society and Hull City Council of the former **Stepney Station** building near Hull as part of a townscape heritage scheme. Also included were the restoration of the Goods Shed Offices at **Llanelli** by the Llanelli Railway Goods Shed Trust and the sensitively converted former Caledonian Railway **Newtyle Goods Shed** to form six terraced dwellings by Sidlaw Building & Joinery Services. Bromley Council and Friends of Crystal Palace Subway entered their latest conservation work done to the subway at **Crystal Palace** that linked the long-lost Great Exhibition hall with the now long-closed High-Level Station of the London Chatham & Dover Railway.



Two schemes in Manchester, one being the conversion of the old Porters' store at **Manchester Victoria** Station to a Public House, the 'Victoria Tap' by Bloomsbury Leisure Group and, The Landmark Trust's restoration of the Station Agent's House near the former Liverpool & Manchester Railway's **Liverpool Road** Station. Elsewhere, entries included the careful conservation of a Victorian tiled floor by The Landmark Trust at the former **Alton** Station, Staffordshire (for Alton Towers), as well as the transformation by Derbyshire Historic Buildings Trust of the North Midland Railway's former **Wingfield** Station from a derelict and seriously decayed condition to give this historic building a sustainable new future.

Smaller but equally important are a host of restoration schemes which included the return of the restored statues to **Brixton** Station by Southeastern Trains, and Chiltern Railways and Steelway Fensecure entered some new GVR style 'spear top' fencing at **Leamington Spa** Station replacing like-for-like. Transport for London and Archirest entered the Passimeter Kiosk at **Hounslow West** Station as well as the project to restore and reinstate 44 external globe lights at 14 London Underground Stations.



There was only one Signal Box entry this year, this being the one relocated from **Billingshurst** and now at Amberley Museum where further conservation work has been done to it.

Other entries received were the Vale of Rheidol Railway's new museum in the former GVR engine shed at **Aberystwyth** featuring the relocated entrance portico of the former South Eastern Railway's London Bridge Tooley Street offices. In the Republic of Ireland, IRD Kiltimagh and Mayo Celtic Holidays entered their pioneering **Velorail** project based at **Kiltimagh** using an eight-mile stretch of the disused Claremorris to Collooney railway route in County Mayo. In Northern Ireland at **Bangor** County Down, Translink entered their refurbishment of the old Belfast, Holywood & Bangor Railway sand drying chimney and associated out-buildings.

The second largest category of entries relates to structures which ranged in scale and age. The oldest entry this year is by the National Railway Museum for Gaunless Bridge of 1823, being an early iron bridge built to connect the Stockton & Darlington Railway with Witton Park Colliery and now restored and relocated to their site at Locomotion, **Shildon**.

Three footbridge entries where extensive restoration has been done: National Highways for the Boleside Road footbridge over the closed Selkirk District Railway line at **Galashiels**; Network Rail for the one at **Duffield** Station; and at **Cullercoats** Station by Nexus and Tyne & Wear Transport Authority.



At **Tunbridge Wells** Station, heritage work done to the road overbridge was entered by Network Rail and BAM Nuttall and the refurbishment of the prominent underbridge over Saltmarket in **Glasgow** was entered by Story Contracting and Network Rail.

Several viaduct entries feature on closed railway lines: National Highways for work done to Pensford Viaduct near **Bristol**; Northern Viaduct Trust for repairs and waterproofing on Smardale Gill Viaduct near **Kirkby Stephen**; and, on the disused former Somerset & Dorset line near **Shepton Mallet**, Greenways and Cycleroles with the Friends of Windsor Hill, entered the work done to Ham Wood and Bath Road Viaducts as well as Windsor Hill Tunnel, where work has been done to make them accessible as a wheelchair friendly walking and cycling route and a key incremental part of the Somerset Circle pathway.

The Gloucestershire Warwickshire Steam Railway entered their Stanway Viaduct at **Toddington** after innovative parapet stabilisation work to maintain the historic structure on that heritage railway.

On the national network, Story Contracting, MHB Consultants and Network Rail entered Camps Viaduct near **Hamilton Central**, and Network Rail entered the magnificent **Barmouth** Viaduct on the Cambrian coast originally of 1867 with 118 timber and steel spans that have been rebuilt over several years.



The shortlisted nominees

2024 Sponsors

The BAM Nuttall Partnership Award	Bruce Grove Station: Heritage & Community Space Project
	Crystal Palace: Subway
	Margate Station: Façade, Waiting and Buffet Room
The London Underground Craft Skills Award	Alton Station: Victorian Tile Restoration
	Bangor (NI): Sand Drying Chimney Restoration
	Monkseaton Station: Restoration of Stained Glass.
The Arch Company Award for Urban Heritage	Lanark Station: Refurbishment
	Paddington: Macmillan House Restoration, Block E
	Troon Station: Platform Building Reconstruction
The Translink Structures Award	Barmouth Viaduct
	Shildon: Gaunless Bridge Restoration
	Toddington: Stanway Viaduct Parapet Stabilisation
The GWR Operational Enhancement Award	Bricket Wood Station: Building Restoration
	Corwen: Station Project
	Hamilton Central: Camps Viaduct Refurbishment
The Railway Heritage Trust Conservation Award	Great Malvern Station: Canopy Refurbishment
	Henley-in-Arden Station: Restoration
	Market Rasen Station: Waiting Shelter Refurbishment
The Network Rail Volunteers Award	Goathland: Rail Motor Hut Restoration Project
	Goathland Station: Weighbridge Office Restoration
	Penrhyn Station: Building External Restoration
The Avanti West Coast Community Award	Crediton: Station Tea Room
	Llanelli: Railway Goods Shed Offices
	Stepney: External Restoration
The National Highways Award for Restoration on a Closed Line	Galashiels: Boleside Road Footbridge
	Newtyle: Conversion of Goods Shed
	Shepton Mallet: Ham Wood and Bath Road Viaducts, and Windsor Hill Tunnel
The Southeastern Commercial Restoration Award	Horton-in-Ribblesdale Station: Café Bar
	Kingussie Station: The Railway Rooms
	Manchester: Liverpool Road, The Station Agent's House



TO BE ANNOUNCED
AT THE CEREMONY

THE GREATER ANGLIA AWARD FOR
THE BEST OVERALL ENTRY FOR 2024

About the awards

ANDY SAVAGE MBE

Chairman of Trustees

The National Railway Heritage Awards is a Charitable Incorporated Organisation (CIO) which gives awards to recognise and celebrate the restoration and re-use of the built heritage of the railways and tramways in the British Isles. It all began in 1979 when railway publisher the late Ian Allan, in conjunction with the Association of Railway Preservation Societies, launched a competition to recognise the 'Best Preserved Station' on a heritage railway. Although initially focussed on such railways, the competition gradually broadened to cover the entire national railway network of the British Isles, including the Republic of Ireland and the Isle of Man. It also encompassed structures as well as buildings, and assets on closed lines as well as open ones regardless of ownership.



By the millennium it was clear that the competition had outgrown its link with what was, by then, the Heritage Railway Association, and in 2004 we launched an independent charity, which we have since restructured to a CIO. The CIO is directed by a board of Trustees who all take executive roles. All Trustees are volunteers. The competition is funded each year by members of the railway industry, with most of the funding coming from the national and London networks, for which we offer our grateful appreciation. An award is linked to each major sponsor.

Most years there are between ten and a dozen awards, depending on the number of entries that merit short-listing for an award, the number of sponsors, and the decisions of the Adjudicators and Trustees. The actual awards are related to a range of subjects and specific criteria, so that entries large and small all have a chance of winning an award. Award categories are shown listed against this year's shortlisted entries. The history of the awards is well illustrated in former Trustee Robin Leleux's splendid book, *Restoration Rewarded*, which tells the story of the first 40 years of the competition.

We encourage entrants for any built railway or tramway heritage asset, whether it is operational or non-operational. We look at the quality of the restoration, but equally at how the asset has been re-purposed to give it an economically sustainable future, so it may be that we will recognise modern interventions inserted into older buildings. As a rough rule of thumb, most entries tend to be from the pre-World War 2 era, but as time moves forward, a few from the 1950s through to the 1970s are now being entered, short-listed and winning awards.



We have a panel of volunteer judges, who visit all the entries, and report on them against a standard set of criteria. This judging process takes place in the summer each year (entries open in the New Year, and close in late spring), and in the early autumn our team of independent expert Adjudicators then review all the entries and recommend short-listing for awards to the Trustees. Once the Adjudicators' report has been accepted and the awards finalised, preparation begins for today's ceremony, the highlight of our annual competition. Over the years, we have made awards for projects that vary in size from very small, such as restoring an 1830s set of mileposts, to years-long major station reconstructions.

When a large Network Rail station has a major rebuild (for example King's Cross, St Pancras or London Bridge) and significant heritage objectives are included, we tend to leave it outside the competition and make a special award, so as not to affect the chances of smaller entries.

The actual awards are cast plaques, and we expect the winners to unveil them on or near the winning entry to publicise both their achievement and our work. Those entries that are short-listed but do not receive an award get a 'Highly Commended' certificate in recognition of their achievement in reaching the final stage in this competition. Sometimes we also make special awards to recognise significant merit made for entries not meeting specific award criteria.



Programme

10.15	Tea and coffee served in the Cloister
11.00	Awards ceremony
13.00	Canapés and drinks in the Parlour and Cloister
14.30	Ceremony ends

PROGRAMME PHOTOGRAPHIC ACKNOWLEDGEMENTS

Great Malvern Station: Richard Foster
Wingfield Station: Peter Robinson
Aberystwyth, Vale of Rheidol Railway: Mike Senatore
Monkseaton Station: John Young
Ham Wood Viaduct: Bob Medland
Henley-in-Arden Station: Malcolm Wood
Crediton Station: Mike Senatore
Camps viaduct: Story Contracting
Goathland Station Weighbridge Office: NYMR Trust:
Barmouth Bridge: Andy Savage
Corwen Station: Andy Savage
Stepney Station: Clive Baker
Bruce Grove Station: Richard Horne
Gaunless Bridge, Shildon: Clive Baker

The ceremony is being broadcast live on-line and also recorded, and the details are at nrha.org.uk

Photography is not permitted during the ceremony except by the official Awards photographer Duncan Phillips from whom copies will be available.

07774 161573 | duncanphillips@mac.com

There will be an opportunity for unofficial photographs to be taken after the ceremony.

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